

by the Denver and Rio Grande Western Railroad, which had extended the main line from Springville to Colton. The Winter Quarters branch was connected with the main line at Colton, then known as Pleasant Valley Junction.

The mine at Winter Quarters was leased to Bishop David Williams for about eight years after the completion of the railroad. The same methods of paying his workers had been used when the railroad was in the process of construction. As the methods of mining were not employed at this camp until the last few years previous to its abandonment, the mine was considered inferior in quality to that of the Sanpete Gate and was not used except by the railroad company for its locomotives. Then, because of the long haulage and the quality of the coal, the tonnage of production decreased after 1920 until the mine was closed in 1928.

The Pleasant Valley Ward at Winter Quarters was one of the early branches of the Latter-day Saints Church in this area. David Williams was its first Bishop. He served for about seven years and then Jos. J. Parmley became the Bishop in 1888. John L. Parry next occupied this position and served until 1927, when Alfred Newren became the Bishop. The camp was closed. (For further information see A. C. Watts report.)

SCOFIELD

From History Compiled by C. H. MADSEN

The town of Scofield lies in the bituminous coal fields of Carbon County. Nestled in the tops of the mountains, its location presents a picturesque view as one looks toward the south shore of the Scofield Reservoir, separated as it is from the reservoir by the green fields in summer and the snow-covered level lands in winter. This Pleasant Valley town is completely isolated from the rest of Carbon County towns and lies about fifty miles from the center of population. A visitor might not suspect that Clear Creek, a mining camp only a few miles away, and hidden from view, ever existed.

According to the best available information, the first settlers of this community were not attracted by the coal deposits; they came because large tracts of grazing lands were available for their cattle. Today, the Pleasant Valley, six miles long and about a mile in width, is covered by the Scofield Reservoir, but in those early days luxuriant grasses provided abundant feed for livestock. S. J. Harkness, T. H. Thomas, William Burrows, O. G. Kimball, D. D. Green, J. W. Metcalf, H. McKecheaney, and Joseph Castle are reported to have grazed cattle in this vicinity in the late eighties of the last century.

Most people hereabouts credit the name of the Scofield as coming from one "General" Scofield, who was a timber contractor in the early days.

Timber work and sawmill operations were developed early in the mountains adjacent to Pleasant Valley. As early as 1878, John E. Ingles and Stewart Eccles brought from Ogden's Hole in Weber County a shingle mill which they set up in the Mud Creek area. This mill was located approximately six miles south of Scofield. Two other sawmills were in operation when these men arrived, one had been built by Shadrach Holdaway of Provo. David Eccles of Ogden brought another mill into the territory in 1881 and set it up near the Ingles-Eccles mill. Other mills were subsequently built by David Eccles. This lumbering and shingle mill business was lucrative around these parts until Oregon lumber was imported. Local lumber could not be produced (milled) as cheaply as Oregon lumber could be supplied and the local mills could not compete.

THE CALICO ROAD

By HANNAH M. MENDENHALL

Milan Packard, one of Springville's pioneer capitalists, was closely identified with the material interests of the city. He worked as a freighter to the Missouri River, to Montana and later to California. He was interested in some of the mining prospects, but later became a successful merchant.

Among other interests he sponsored and financed the building of a narrow gauge railroad from Springville into the coal fields of Carbon County, Utah. Coal had been discovered but there was no way to get the coal into the valley except by wagons which were inadequate to meet the demands. The road was started September 7th, 1878. Mr. Packard was his own contractor. Starting from the tracks of the Union Pacific in Springville it ran through Spanish Fork Canyon, into the mining camp near Scofield.

Mr. Packard employed many men both as sub-contractors and workmen and the men received part of their pay in merchandise from Mr. Packard's store. Calico was the standard cotton material used for clothing at that time. Consequently many of the workers took calico as pay, so the road was christened the "Calico Railroad."

The engineer who laid out the road was a Mr. Geo. Goff. Two later engineers were Faus Smith and Abe Deremus who continued the engineering until the road was within a few miles of Scofield, when a company of Eastern men bought the road. C. U. Scofield was president of this company.

Joseph Vane, a pioneer residing in Springville, now 87 years of age, worked on the road laying and fitting rails as well as helping to build bridges. He served as road master after its completion. James Kirkham and Robert Watson were pile drivers for the bridge work. In this work they were aided by mules. Mr. Vane said, "The mules knew just as soon as the hammer went down, they could back up, nothing could induce them to take a step further."

Martin Crandall had a contract for grade work and the following men helped: Richard L. Mendenhall, Charles M. Bird,

Martin Bird, LeRoy Bird, Hyrum B. Perry, Richard Thorne, Ted Marshbanks, Bill Sumsion, and Ed Haymon. Among the first engineers were Jack Couly and a Mr. Shroad. Don Huntington was the first conductor.

This narrow gauge road was used until 1883 when the Denver and Rio Grande bought it, changed the grade to make the grade an easier climb and continued the road farther into the coal fields of Carbon County and Emery County. One of the coal miners said, "It didn't matter what time of the day or night the train reached the mine for coal, the miners filled the car and sent it on its way down the canyon, so it would hurry back for more coal."

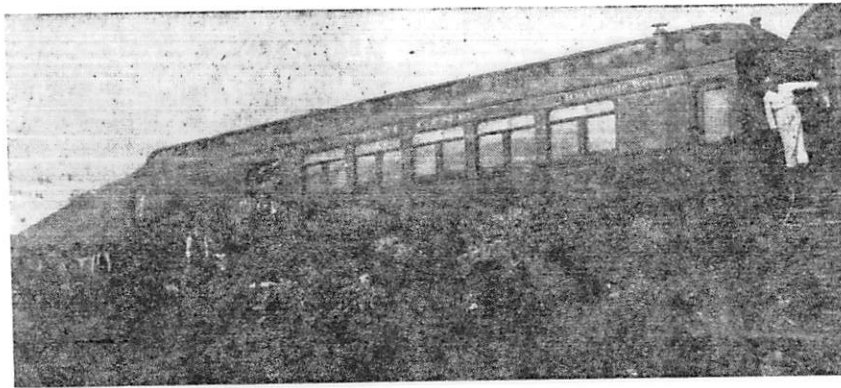
THE SCOFIELD MINE DISASTER

*From History Compiled by IRENE O'DRISCOLL
For the Sally Ann Olsen Camp*

The following information was taken from the "History of the Scofield Mine Disaster," by J. W. Dilley.

The terrible calamity of Tuesday, May 1, 1900, in No. 4 Mine at Winter Quarters:

May Day, or Dewey Day, dawned bright and clear, when about two hundred miners left Scofield for the mines in the miner's coach that is run back and forth at the change of shifts



Baggage Car Carrying Bodies of Miners Killed in Scofield Disaster

to the mines of the Pleasant Valley Coal Company at Winter Quarters. Every one of the men who were soon to meet death in its most horrible form was feeling in the best of spirits as evidenced by the pleasant joke that was bandied back and forth through the coach. What had they to fear? Were they not working in one of the safest coal mines situated in the coal region? Each one was looking forward to the evening when there was to be a dance in the new Odd Fellow's Hall, and their children were to have a celebration in honor of the Hero of the Battle of Manilla.

Nearly every man was at his post of duty in the mine when from some cause or other, a most terrific explosion took place and all was changed in the twinkling of an eye.

At about fifteen minutes past ten o'clock the surrounding country was startled by an explosion, but as it was "Dewey Day" nearly everyone supposed that the noise was caused by someone setting off a blast in honor of the day.

But soon women were seen hurrying toward the mine and by their blanched faces one could read that there was something amiss at the mine. Reports came from them that Number 4 had exploded, but this was not believed as this mine in particular was considered to be the safest mine of all the Company's mines. But disaster dire and dreadful had overtaken Number 4. The miners were confined with no chance of escape, caught like rats in a trap. No hope to recover anyone alive, no hope to ever look upon the living faces of those entombed.

A relief committee was soon formed and headed by T. J. Parmley, Superintendent of the mine, started for the levels of Number 4 through Number 1, there being inside connections. They were driven back by the terrible after-damp that had by this time reached the levels of No. 1. This endeavor having been found impracticable on account of the after-damp, the committee hurried to the mouth of No. 4 where the attempt was again made to enter the inferno that raged within.

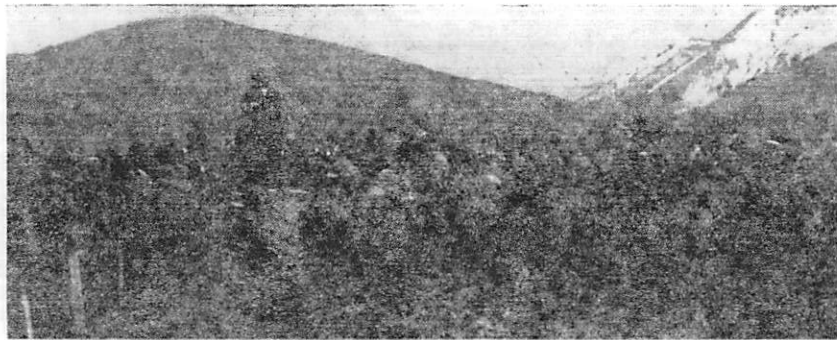
Attempts were made many times before the actual rescue work began. Hope had been entertained that some of the men, especially in No. 1, would be found alive but the farther the rescuers went, the more apparent became the magnitude of the disaster. Men were piled in heaps, burned beyond recognition.

After a time the dead men were brought to the mouth of No. 1 by car load, sometimes as many as twelve bodies being loaded upon one mine car. Then it was that the horror of the situation began to dawn upon the people on the outside of the ill-fated mine. Then it was that the people realized that it was impossible to expect anything but the burned or mangled bodies of the loved ones that had entered the mine so light-hearted that morning.

The boarding house, the meeting house, the school building, and the barn all were cleared out and used as receiving rooms and washing rooms.

A total of 199 men were killed and seven injured seriously. One hundred three escaped from No. 1 uninjured and only one escaped uninjured from No. 4, most of the men in No. 4 being killed by force and heat while more than 100 men in No. 1 were suffocated by after-damp which swept down from No. 4.

An inquest was held upon the body of John Hunter. The jury found the verdict as follows: That death was caused through an explosion in No. 4 mine while in the employ of the Pleasant Valley Coal Company. The explosion was caused by a heavy shot igniting the dust.



Apostle Teasdale Dedicating in Scofield After the Mine Disaster

Gomer Thomas, State Mine Inspector, said, "I inspected the mines here on March 8, 1900, and found them in fair condition. The ventilation was good and the mine was free from gas. In my estimation the disaster was caused by a heavy shot of giant powder or loose powder exploding. The giant powder went off, being the result of a dust explosion. I went to a place where it was claimed they had powder stored away, and the place showed that the explosion had started there. It showed further that the body found there was burned more than any of the other bodies which we found. In March, at the time of the examination of the mine to check the ventilation, I found the Pleasant Valley Coal Company had complied with the law."

One hundred and fifty bodies were buried in Scofield, the others being sent to all parts of the state and eight outside of the state. There are about 125 graves on a tract a little over an acre in size. The other twenty-five are in various parts of the cemetery being in the midst of those of the same families who

had gone before. All the caskets in Salt Lake City were not enough to bury the dead and a carload was ordered from Denver, Colorado.

There were left 107 widows and 268 orphans. Sons were killed leaving aged fathers and mothers. Brothers lost their lives leaving unmarried sisters and younger brothers to live as best they could.

The Scofield Mine Disaster was truly the most dreadful calamity that ever occurred in the Western country.